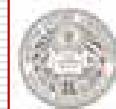


Taking Transit Oriented Development to the Next Level

December 12, 2008

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Northeastern University



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*Kitty and Michael Dukakis Center
for Urban and Regional Policy*

The Dukakis Center

The Kitty and Michael Dukakis Center for Urban and Regional Policy, founded in 1999 as the Center for Urban and Regional Policy or CURP, is a "think and do tank" where faculty, staff, and students work in partnership with policymakers, advocacy and community organizations and citizens to address a wide range of urban issues facing cities, towns, and suburbs, particularly those in the Greater Boston region. The Dukakis Center is a program of Northeastern University's innovative School of Social Sciences, Urban Affairs and Public Policy and is directed by the School's dean, Professor Barry Bluestone.

<http://www.curp.neu.edu>



Three generations of TOD

- ❑ First generation: cities and streetcar suburbs
- ❑ Second generation: 1990s boom in station area development
- ❑ Third generation: building on what we've learned





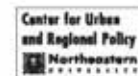
ON THE RIGHT TRACK

Meeting Greater Boston's Transit and Land Use Challenges

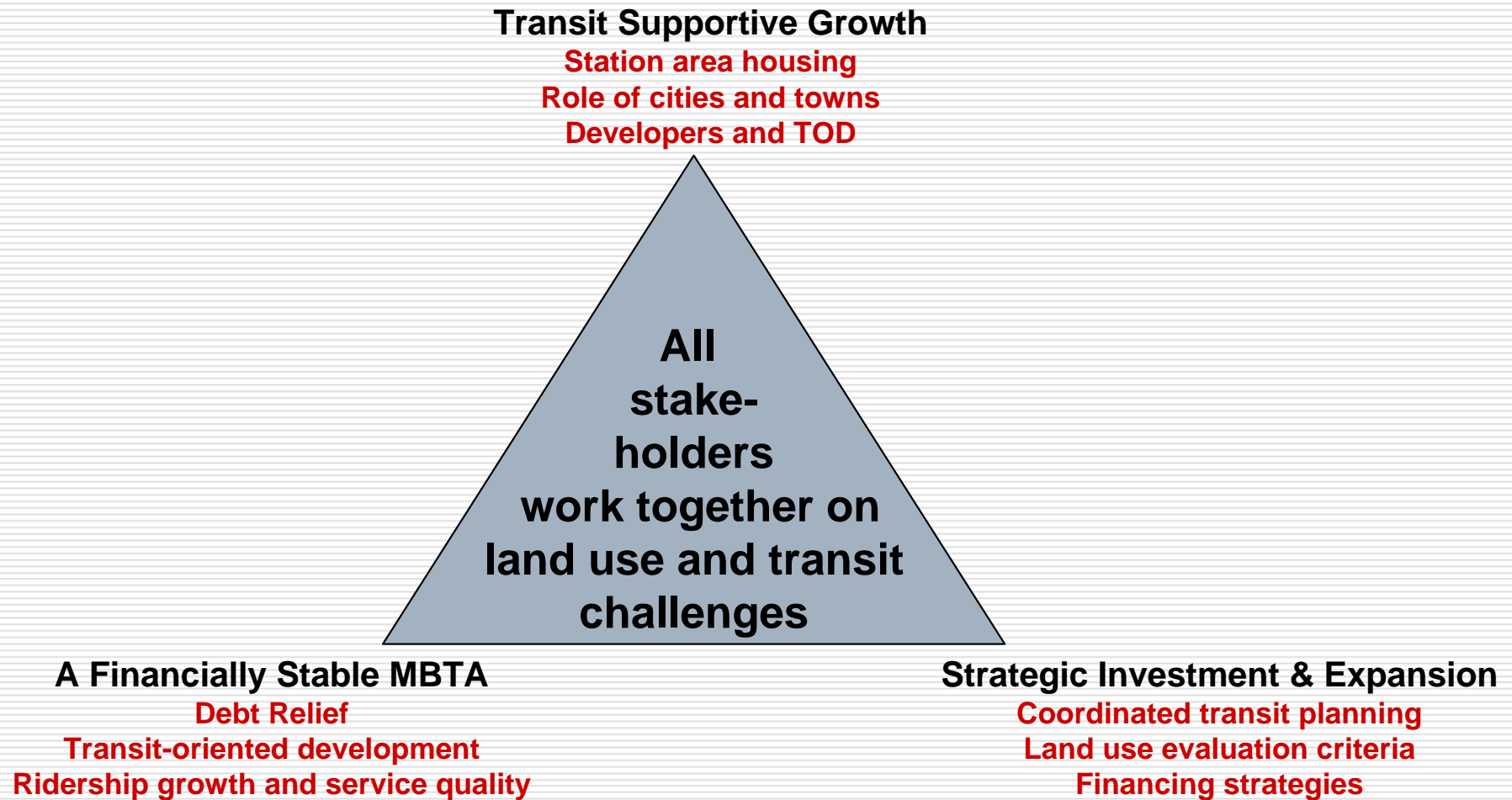
Report and Recommendations of the
Urban Land Institute Boston District Council

with support from
The Boston Foundation
and from
The Center for Urban and Regional Policy
Northeastern University

Stephanie Pollack, CURP Senior Research Associate
May 2006



Summary of Recommendations



Station Area Development in Metropolitan Boston

- Not all development near transit is oriented toward it
 - Transit oriented development
 - Transit adjacent development
 - In many projects, transit is treated as an amenity or marketing opportunity
- In the City of Boston development “pipeline”
 - Over 9,000 housing units
 - More than 23 million square feet of mixed-use development
 - In greater Boston excluding the City of Boston (including recently-built projects)
 - Over 15,000 housing units
 - More than 12 million square feet of mixed-use development



Transit as Market Opportunity

The Residences at Munroe Place

Munroe Place... City life as you like it with no city limits.



Take the "T" to the perfect stop for your active lifestyle... Munroe Place in Quincy. From the minute you arrive, the quality of your living experience here is given top priority. Spacious floor plans and thoughtful amenities place an emphasis on your comfort, privacy and satisfaction. At Munroe Place, you're well-connected. Step out of your apartment and the Red Line is waiting. It's just 22 minutes to Boston. no honking, no traffic, no parking hassles. It's an easy hop from your garage to Routes 1, 3, 128, and 93. Or stay local and you're just a stroll from downtown historic Quincy Center and its bevy of restaurants, entertainment, shopping and services.



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Transit as Market Opportunity

Wellington Place... a perfect spot between city and suburb.



Take the "T" to the perfect stop for your active lifestyle...the luxury apartments at Wellington Place in Medford. From the minute you arrive, the quality of your living experience here is given top priority. Spacious floor plans and thoughtful amenities place an emphasis on your comfort, privacy and satisfaction. At Wellington Place, you're well-connected. Hop on the Orange Line (Wellington Station) and it's just minutes to Boston... no honking, no traffic, no parking hassles. It's a short drive to Logan Airport, Routes 93 or 128. Locally enjoy a wealth of restaurants, entertainment, shopping and services and take advantage of nearby Tufts University, Cambridge and Somerville.



Transit as Market Opportunity

**THE RESIDENCES AT
UNION
STATION**



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MBTA COMMUTER RAIL STATION



The Union Station MBTA commuter rail and bus station is within walking distance of the site. The Braintree station is the hub of the Old Colony commuter rail line providing train service from Boston's South Station to the Greenbush, Plymouth, and Middleborough lines.

In addition, a shuttle bus will drive residents to and from the station and local shopping.



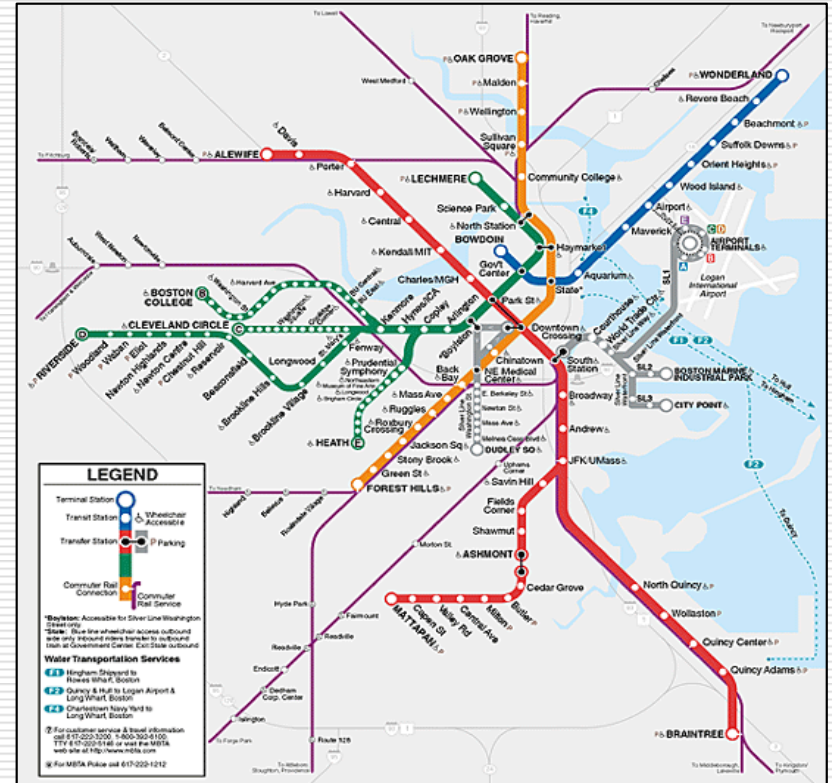
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Station Area Development: City of Boston



Station Area Development: City of Boston



Station Area Development: Boston's Inner Ring Cities



Station Area Development: Boston's Inner Ring Cities



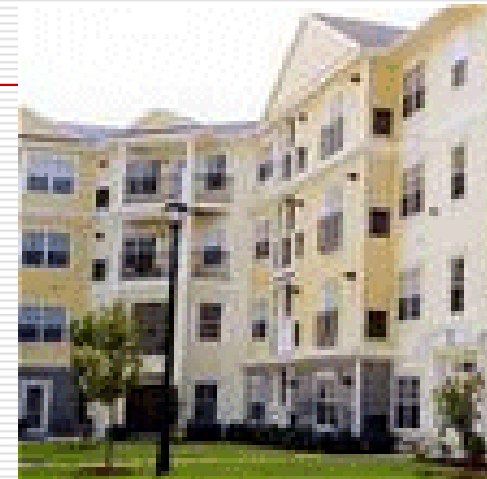
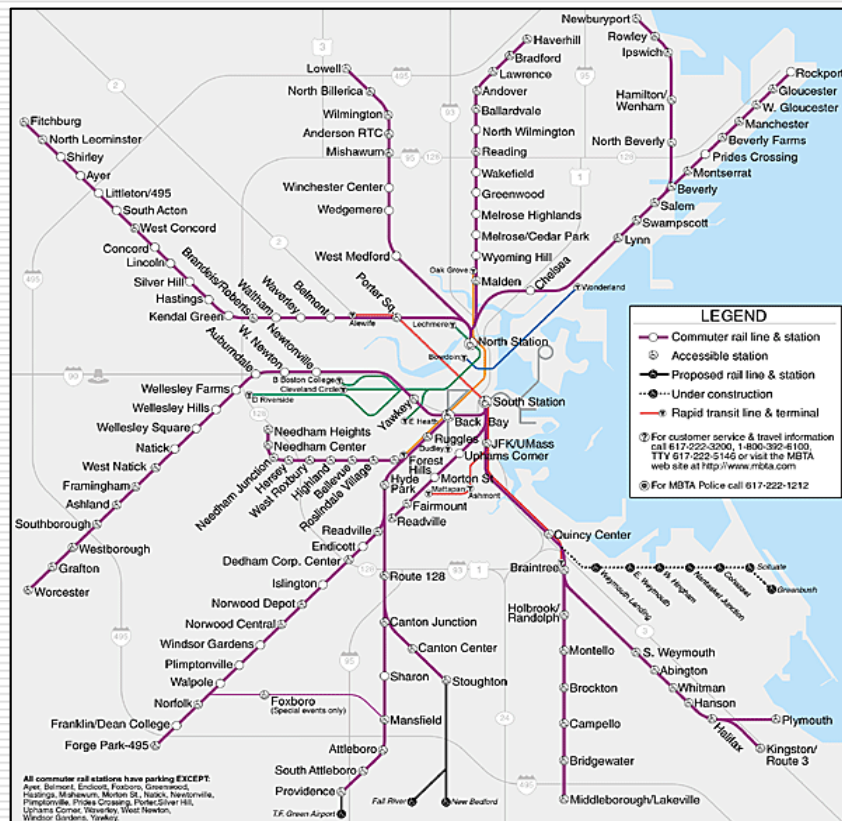
Station Area Development: Near Suburbs of Boston



Station Area Development: Near Suburbs of Boston



Station Area Development: More Distant Suburbs



Station Area Development: More Distant Suburbs

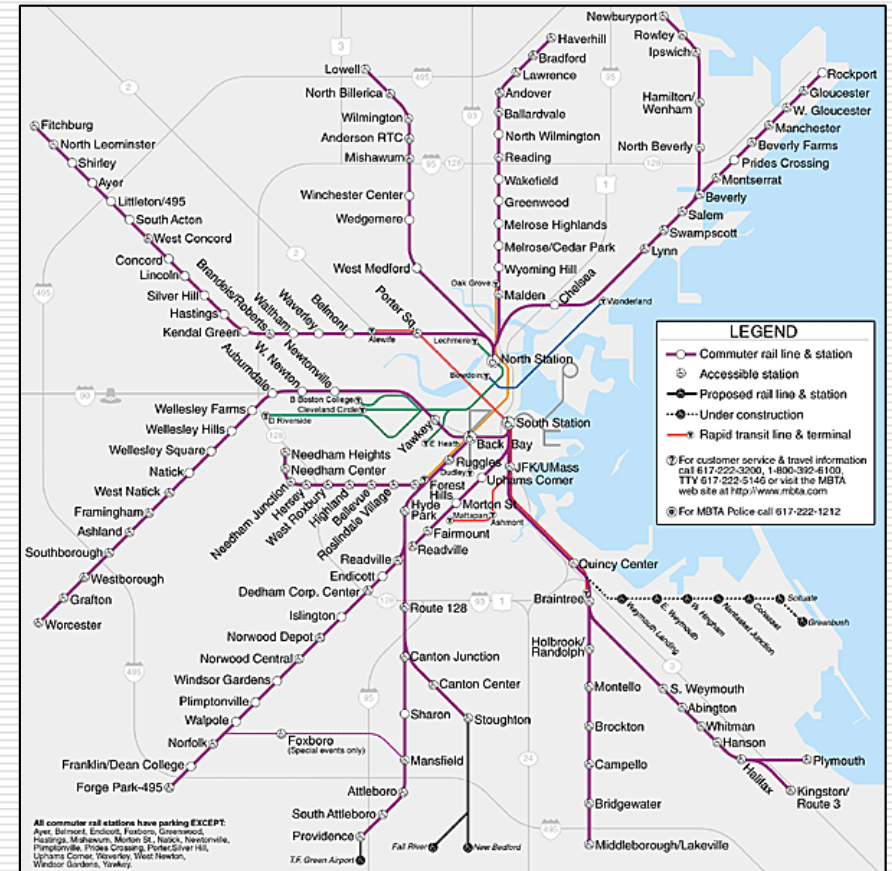


FRONT ELEVATION

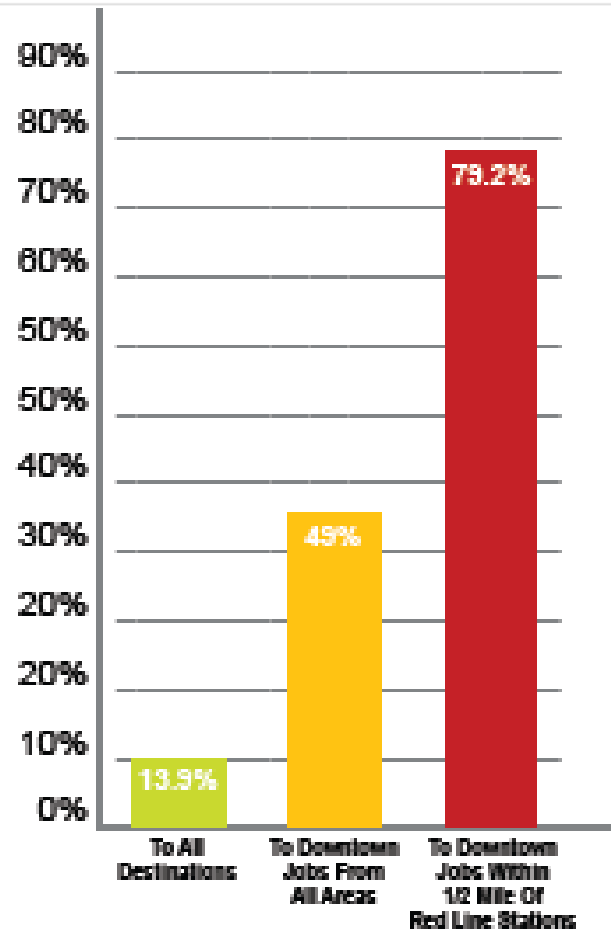




Station Area Development: "Gateway" or Older Industrial Cities



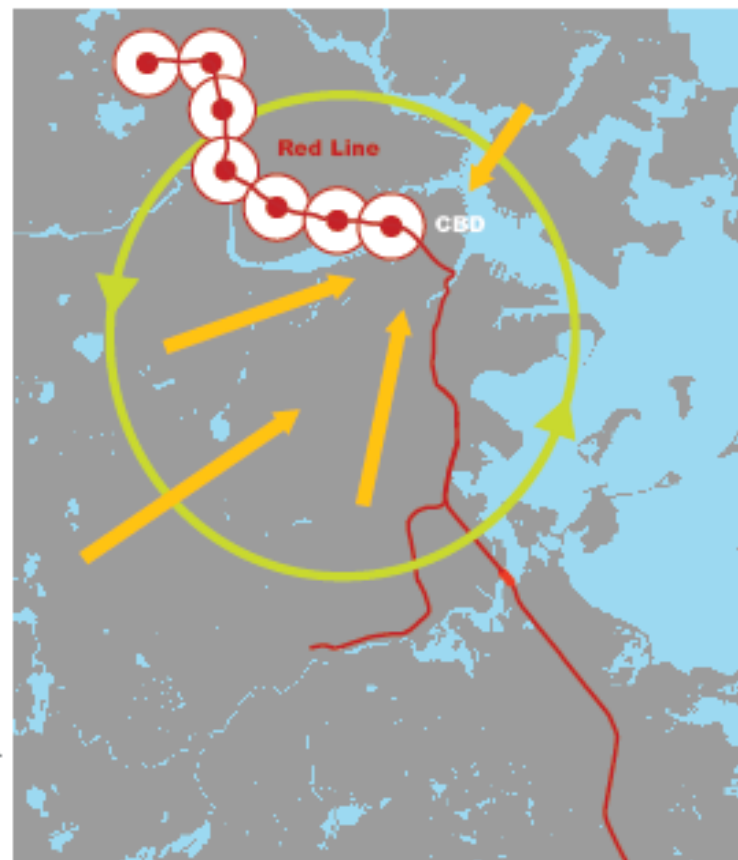
As a result of decades of 1st and 2d generation TOD, Metropolitan Boston is transit-oriented



Source: *Commuting in America III*

FIGURE 4

Transit's Share Of Commute Trips In Boston



Source, Center for Transit Oriented Development



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How can we improve the third generation of TOD in Massachusetts?

- ❑ Plan entire station areas
- ❑ Ensure that all TOD is pedestrian friendly
 - Provide pedestrian infrastructure
 - Ensure a mix of uses near stations
- ❑ Keep jobs near stations
- ❑ Stabilize the MBTA's finances

The MBTA has

- 123 commuter rail stations
- 51 rapid transit stations
- 74 light rail stations
- 22 Bus Rapid Transit stations

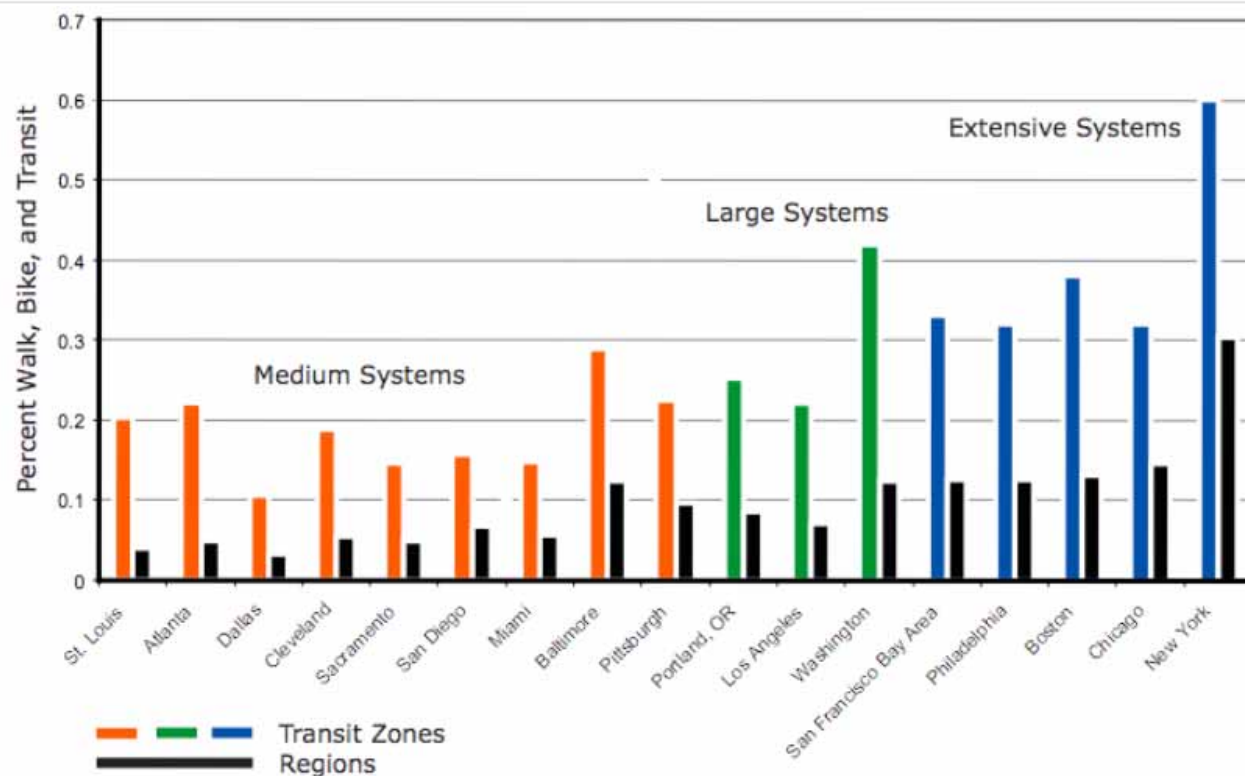


Planning Station Areas

- ❑ Good planning requires collaboration by the transit agency, the city/town government and the developer
- ❑ Many stakeholders must be involved, but without creating gridlock
- ❑ Planning is often driven by specific projects, rather than a broader vision for the entire “station area”



Pedestrian friendliness: TOD reduces trips by increasing walking, not just transit use



Land-Use type	Share (percentage)					Vehicle Miles	Auto Ownership
	Auto	Walk	Transit	Bike	Other	per capita	per household
Good transit/Mixed use	58.1%	27.0%	11.5%	1.9%	1.5%	9.80	0.93
Good transit only	74.4%	15.2%	7.9%	1.4%	1.1%	13.28	1.50
Remainder of county	81.5%	9.7%	3.5%	1.6%	3.7%	17.34	1.74
Remainder of region	87.3%	6.1%	1.2%	0.8%	4.0%	21.79	1.93

SOURCE: Center for Transit-Oriented Development



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Pedestrian friendliness: Mixed use is important

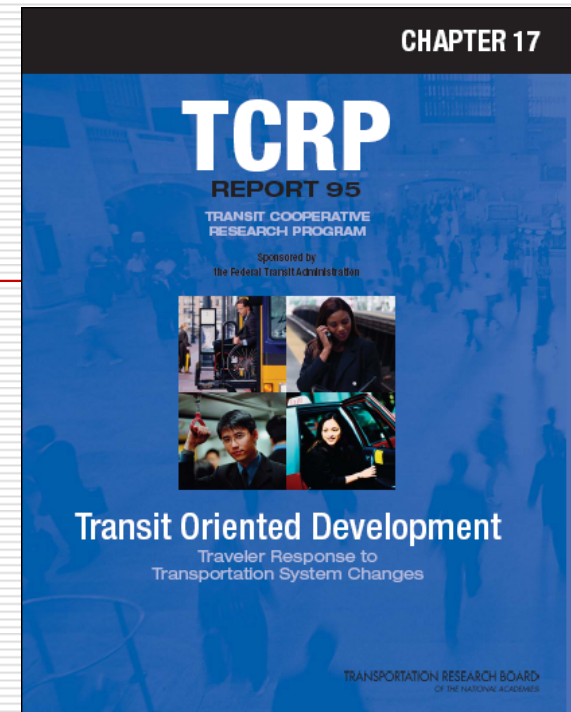


Table 17-7 Office and Residential Site Mode Shares in the Vicinity of Washington Metrorail Stations by Concentric Area Type

Survey Coverage	Metropolitan Area Location	Mode Share (Percent)			
		Metrorail	Bus and CRR	Auto	Walk and Other
Commuter trips to selected office workplace sites	Washington CBD	63%	12%	21%	5%
	Inside the Beltway	21	9	66	6
	Outside the Beltway	8	3	89	0
All trips by residents of selected residential sites	Washington CBD	50%	6%	18%	26%
	Inside the Beltway	43	6	39	14
	Outside the Beltway	31	1	62	6

Table 17-13 Office Site Mode Shares in the Vicinity of Washington Metrorail Stations for Various Trip Categories

Survey Population	Trip Category or Purpose	Mode Share (Percent)			
		Metrorail	Bus and CRR	Auto	Walk and Other
Workers	Commuter trip	25%	9%	62%	6%
Workers	Midday trips	25	3	43	28
Visitors	All office visits	16	7 [sic]	60	22
Midday trips by workers	Work related	33%	3%	55%	9%
	Personal business	20	3	49	28
	Meal or snacks	16	3	29	53
	Shopping	21	5	54	20
	Education	36	9	52	3
	Recreation	26	0	44	30
	Other	21	2	63	15

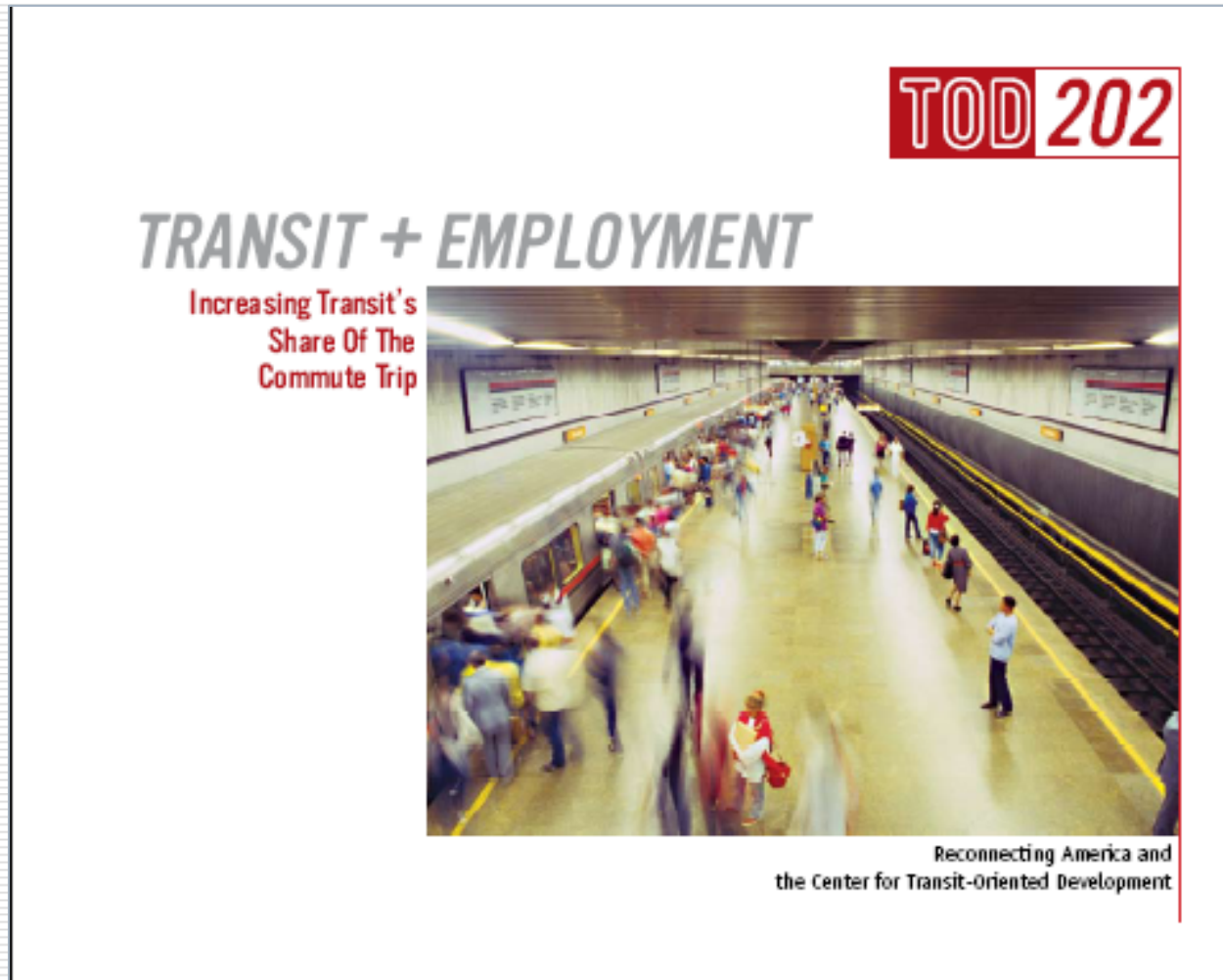


Mixing uses

- Goal should be to have a mix of uses in each “station area” or “transit zone”
 - Not necessarily in each individual project
- In transit zones, TOD should add whatever is currently missing
 - Affordable housing in exclusive areas
 - Market rate housing in neighborhoods that have little or none
 - Jobs in exclusively residential areas
 - Homes in industrial/commercial areas
 - Shopping where little is available



Keeping jobs near stations



Jobs are a key part of the TOD equation

- People living near transit are five to six times more likely to commute to work by transit than those living elsewhere
- But likelihood of transit commuting depends in part on where the job is located: transit has a much higher share of trips to workplaces in central business districts than in suburbs (even suburbs served by transit)

FIGURE 9 Top Industries By Employee Transit Ridership - San Francisco Bay Area

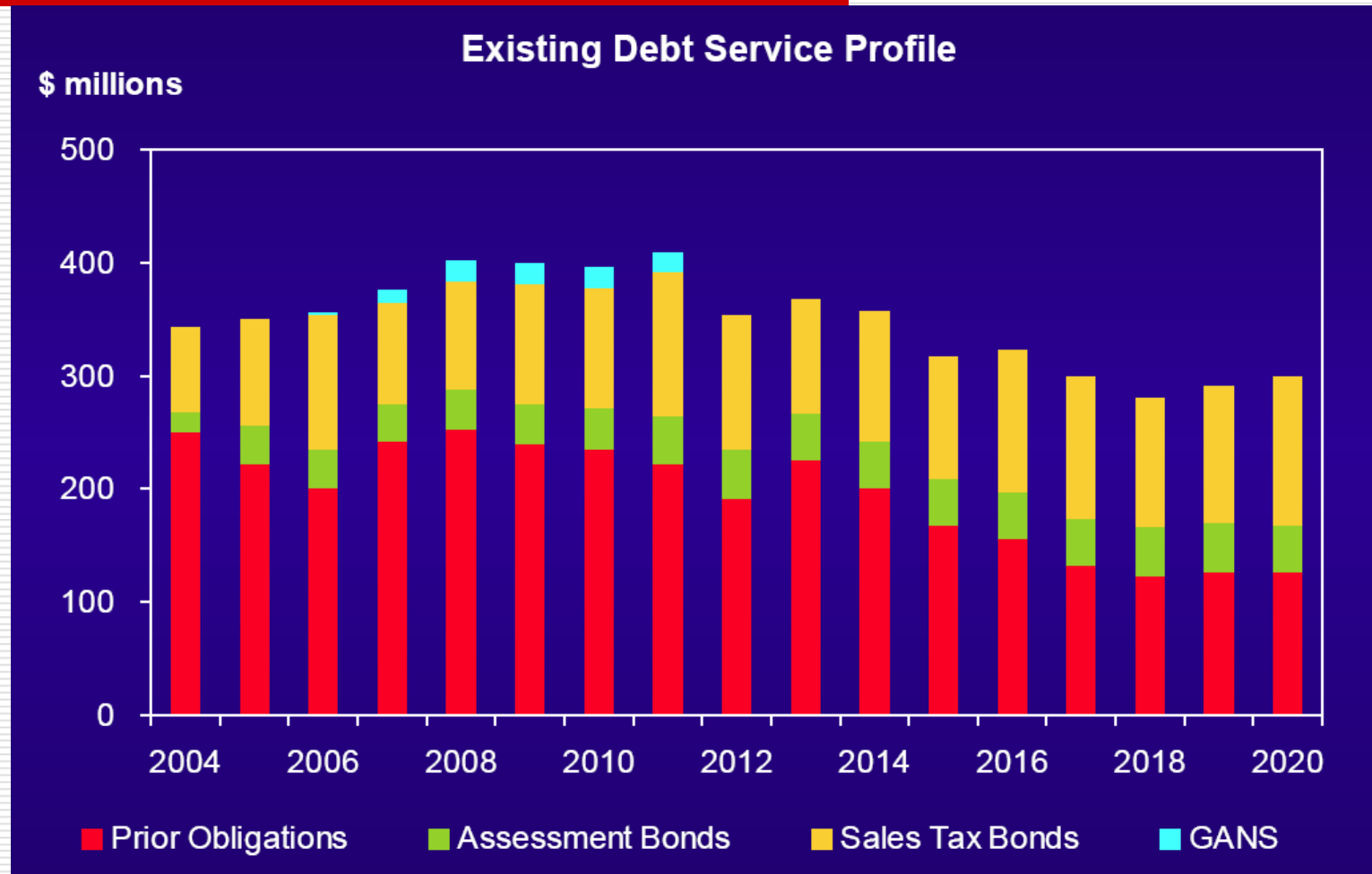
Employment Sectors	Total Employees Using Fixed Guideway Transit	Total Employees Recorded in Industry	Share Fixed Guideway Employees per industry	Share of All Fixed Guideway Employees
Professional, Scientific, and Technical Services	25,604	368,880	6.90%	20.10%
Securities, Commodities Contracts, and other Financial Activities and Related Activities	7,081	48,909	14.50%	5.60%
Monetary Authorities -- Central Bank	6,952	51,383	13.50%	5.40%
Insurance Carriers and Related Activities	5,096	53,682	9.50%	4.00%
Information Services and Data Processing Services	3,998	56,417	7.10%	3.10%
Publishing Industries	2,574	33,333	7.70%	2.40%
Accommodation	2,903	38,063	7.60%	2.30%
Executive, Legislative, and other Governmental Support	2,877	34,038	8.50%	2.30%
Utilities	1,864	19,653	9.50%	1.50%
Credit Intermediation and Related Services	1,763	30,565	5.80%	1.40%
Clothing and Clothing Accessories Stores	1,705	29,961	5.70%	1.30%

Source: 2000 Census, Strategic Economics

This chart shows the number and percentage of workers in each employment sector that use fixed-guideway transit. The U.S. economy appears to be transitioning away from manufacturing jobs and toward more transit-supportive jobs, such as those in the business sector.



Stabilizing the MBTA's finances: Reducing the T's debt burden



Source: MBTA



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Remember, there's no TOD without the T

“Despite good intentions and hard work by both the Executive Office of Transportation and the MBTA, however, it has become clear that the MBTA—as currently structured and funded—cannot support the region’s current or future transit and development needs.”

